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ONE SHILLING.

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THE LAST TEST FOR MACHINE-GUNS BEFORE GOING TO THE TRENCHES: FIRING INTO A BANK.

All machine-gunners treat their guns as though they are human beings; and the greatest care imaginable is taken of them, in and out of action. The last act of a machine-gun officer before setting out for the trenches is to overhaul and test his gun. As one

means of ensuring efficiency in the weapons, the guns are fired into some convenient bank or mound, to make certain that all is in perfect working order, and that any small defect may be disclosed and rectified in good time.

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WAR SIGHTS AND SCENES FROM THE WESTERN AND ITALIAN FRONTS, AND PALESTINE: CAMERA RECORDS.

PHOTOGRAPHS NOS. 1, 3, 4, AND 9, FRENCH OFFICIAL; NOS. 2, 5, 6,

8, 10, AND 11, BRITISH OFFICIAL; NO. 7, CANADIAN WAR RECORDS.



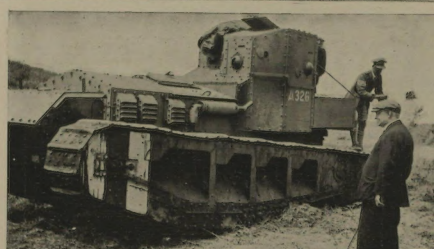
AT CHALONS-SUR-MARNE, FIXED BY THE ENEMY AS ONE "AIM" IN THEIR JULY OFFENSIVE: NURSES AND ATTENDANTS IN THE GARDEN OF THE HOPITAL DE LA STE. CROIX.



ON A DESERT TRACT TRAVERSED BY GENERAL ALLENBY'S PALESTINE ARMY: A MIDLANDER MACHINE-GUN SECTION PREPARING TO MOUNT GUNS.



THE NEWFOUNDLAND PREMIER'S VISIT TO THE WESTERN FRONT WHILE OVER HERE TO ATTEND THE IMPERIAL CONFERENCE: AT A TANK-GUN SCHOOL.



THE NEWFOUNDLAND PREMIER'S VISIT TO THE WESTERN FRONT WHILE OVER HERE TO ATTEND THE IMPERIAL CONFERENCE: INSPECTING ONE OF OUR "WHIPPET" TANKS.



ON ONE OF THE FRENCH WESTERN FRONT SECTORS ON THE ONE: MEN OF A PARTY OF RECENTLY CAPTURED GERMAN PRISONERS TEMPORARILY QUARTERED IN FARM BUILDINGS.



THE PRINCE OF WALES WITH THE BRITISH FORCES INSPECTION AND REVIEW.



AN EVERYDAY SIGHT DURING THE LATTER PART OF JULY WHERE THE AMERICANS FOUGHT NEAR CHATEAU-THIERRY: A GERMAN PRISONER-COLUMN.



ON THE WESTERN FRONT TO TELL PEOPLE HOW THINGS ARE GOING: CANADIAN JOURNALISTS INSPECTING A GERMAN TRENCH-LINE ONLY 500 YARDS OFF.



A MECHANICAL WAR-MARVEL INTRODUCED BY THE ENEMY AND ADOPTED BY THE ALLIES AFTER INSTRUMENTS WERE CAPTURED: FRENCH LISTENING-POST APPARATUS.



WITH THE BRITISH ARMY CO-OPERATING WITH THE ITALIANS—FOR THE BENEFIT OF ALL RANKS IN THE ITALIAN SUMMER: AT AN ARMY SODA-WATER FACTORY.



CO-OPERATING WITH THE ITALIANS: AT AN WATCHING THE MARCH-PAST.



LOOKING NOT UNLIKE A GIPSY ENCAMPMENT IN THE COUNTRY: FRENCH REFUGEES FROM VILLAGES IN THE BATTLE-AREA DURING THE GERMAN JULY OFFENSIVE.

Chalons-sur-Marne, where the Hospital of the Holy Cross, the garden of which is seen in the first illustration, has its *locus*, was, according to official papers, found on German prisoners, named by Ludendorff as one of the first objectives to be gained during the earlier moves of the German Offensive in July. General Foch's brilliant defence measures prevented their reaching it, and his counter-offensive has driven the enemy away. Chalons was where Attila and the Huns were defeated. It was the Aldershot of France during the Second Empire, and thence Marshal MacMahon started on his fatal flank march to Sedan. — *Apres* to the third illustration of one of the many batches of German prisoners taken by the Americans in their victorious fighting near Chateau-Thierry, and the region between that ill-used town and Soissons to the north, it is interesting to note that, in the papers of July 30, the announcement was

made of additions to the prisoners taken by the Americans from the famed Prussian Guard, the Fourth Division of which the Americans held up and handled very roughly at Sirr, near Fère-en-Tardenois, "inflicting on them severe losses." — The field "Listening-Post" apparatus, with electric mechanism and gear and its bell-mouthed trumpet-shaped instrument in the fourth illustration, is one of the war-introductions. It was, apparently, originated on the German side, and the first set of instruments installed in the trenches by the enemy was for some time the cause of considerable disquietude to the French and ourselves. On several occasions verbal arrangements for attacks, etc., made quietly by officers in the trenches and kept a close secret, proved to be known to the enemy, with more than once consequent unfortunate results. Then a listening machine was captured, and its marvellous powers explained matters.



By G. K. CHESTERTON.

I HAVE never pretended to reverence for the ideal modern peace-maker, wearing the white feather of a blameless life—or rather, of a bloodless life. For there are two ways of being bloodless—by the avoidance of blood without, and by the absence of blood within. Nor do I conceal a doubt of whether we can ever, with literal certainty, make mankind bloodless in the first sense except

to defend, as I believe to be the case. Indeed, I understand that many Quakers really are fighting with effect and distinction in the present war, on the specific ground that spiritual ideals are in peril, which are more precious to them than their ideal of non-resistance. Anyhow, the point is that Pacifism is not a cause, in the sense that Pan-Slavism or Furitanism, or even Prussianism, is a cause. It is merely a restriction on the Puritan in his work for Puritanism, on the Prussian in his work for Prussianism, or on the Slav enthusiast in his work for the Slav race. In this highly practical sense, it would merely make the Socialist less Socialistic, the Secularist less secular, and even the Internationalist less international. For a World State would have to be guarded with swords and staves like any other State; and a universal settlement would want fighting for as much as any other—or rather, more than any other.

This has a practical application now, as is clear from some current controversies about the old foreign policy of the Liberal Party, to which I conceived myself to belong. Indeed, I should belong to it still, if it were there to belong to. But the Party System, which used the honest Radical and the honest Tory, worked with the names of both and the principles of neither. It has, I hope, perished; but those principles, which it alternately applauded and never applied, are far from having perished. Now in the lingering party quarrel which underlies our patriotic unity, it is too much the custom to rebuke the new

tell it not to struggle. And that is precisely the position which most of the Pacifists who call themselves Liberals do adopt to-day in the urgent contemporary cases of Bohemia or Fosen or Alrace. These singular Liberals do tell these smaller peoples not to struggle to be free; and, for all practical purposes, not to hope to be free. And the contrast between the Liberal tradition and their own proposals becomes even more acute as that tradition comes nearer to their own period. They are more acutely antagonistic to Gladstone even than they are to Fox or to Byron. Gladstone declared that the thousand battles of Montenegro were more glorious than the battle of Marathon. But the New Liberals do not seem to approve of the battles of Montenegro—indeed, I suppose the New Liberals do not approve of the battle of Marathon. After all, the battle of Marathon involved the death of a number of unfortunate persons, especially (of course) of unfortunate Persians. Miltiades ought, no doubt, to have delayed any military movements, in the hope that there might some day be a Socialist revolution and reconstruction somewhere in the interior of the Empire of Darius. The Athenians ought, no doubt, to have thrown away their shields and spears, and trusted everything to that enlightenment and enthusiasm for international peace for which barbarians are everywhere renowned.

I desire only to point out that, if these truths were hidden from the earliest of the great Greeks, they were equally hidden from the very latest of the great Liberals. I merely note that this view of Marathon would have seemed quite as mad to Gladstone as it would to Miltiades.



ON THE BRITISH WESTERN FRONT: DRILLING FOR WATER IN THE SOMME AREA.

After the chalk has been broken up and mixed with water, into a cream, this heavy cylinder, or "bailer," is lowered into the hole and brings up broken bits of chalk and creamy sludge, which is here seen emptied on the ground. Lengths of pipe are then forced down, to prevent the upper loose chalk and earth from falling down the bore-hole.—[Official Photograph.]

by making it bloodless in the second. Our chief reason for wishing the Allies to secure the prize, for which they have already paid in blood, is the certainty that far more blood would be shed after losing it than after winning it. There is, however, another truth involved in the image which is hardly anywhere adequately noticed. The old truism says that blood is thicker than water; and in any case no good is done by the mere thinning of blood. No good is done by the mere dilution of a deluge. And the particular pacific idealism of which I speak merely dilutes the blood of humanity, and does not either quicken or cleanse it.

To drop the metaphor, the real point against the cause of Pacifism is that it is not a cause at all, but only a weakening of all causes. It does not announce any aim; it only announces that it will never use certain means in pursuing any aim. It does not define its goal; it only defines a stopping-place, beyond which nobody must go in the search for any goal. Now you do not get the good out of any cause by saying, from any motive, that you will never fight for it. A Buddhist is not a better Buddhist, but a worse Buddhist, if he refuses to draw the sword even to avert the extinction of Buddhism—or, if he is not so far the worse Buddhist, Buddhism is so far the worse religion. A Quaker may be obeying Quakerism, but he is not serving Quakerism, in so far as he would refuse to defend it; always supposing that Quakerism has other and more central doctrines

Pacifist foreign policy as a belated and benighted fidelity to the old Liberal foreign policy. But this is far too great a condemnation of the Liberals; and, what is worse, it is far too great a compliment to the Pacifists. Whatever else the Pacifists are doing, the Pacifists most certainly are not following out the old foreign policy either of Fox or of Gladstone. They differ from it at a thousand decisive points—indeed, at practically all points.

The biography of Byron will reveal the surprising detail that he did not die in Greece organising a Quaker meeting. He died organising a military attack. He had, indeed, attempted to found a paper called the *Liberal*, which failed; but his Liberalism ultimately led him to lend his aid to a policy of armament, which did not fail. When Fox and his friends had doubts about the war with France, it was not because they suspected that all fighting was wrong, but because they suspected that the French fighting was right. The primary point of such Liberalism was to sympathise with a nation "struggling to be free." The only possible point of Pacifism would be to

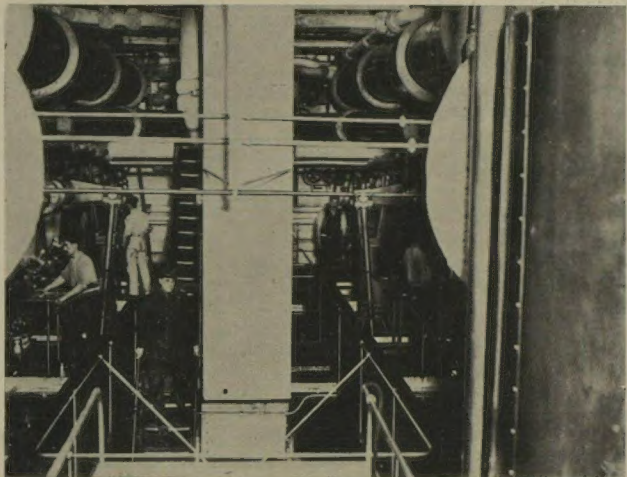


WITH THE BRITISH FORCES IN ITALY: THE POST-BOX.—[Official Photograph.]

The fact is that all this peace business is not the fulfilment, but the frustration, of the old revolutionary plan. It must in its very nature be the frustration of any plan. When the tyrant is in possession of power, and the tribune is striving for freedom, the appearance of a third philosopher who is striving primarily for peace must of necessity be in favour of the man in possession. Pacifism and Prussianism are always in alliance, by a fatal logic far beyond any conscious conspiracy.

THE TORPEDOING OF THE "JUSTITIA": THE "BLACK SQUAD'S" QUARTERS.

OFFICIAL PHOTOGRAPHS.



A PLACE OF NO LESS IMPORTANCE THAN THE NAVIGATION-BRIDGE OVERHEAD: A GENERAL VIEW OF THE INTERIOR OF ONE OF THE ENGINE-ROOM COMPARTMENTS.



IN THE DEPTHS OF THE HULL OVER THE SHIP'S BOTTOM PLATING: A STOKEHOLD BOY WHEELING COAL FROM THE BUNKERS IN BETWEEN TWO BOILERS.



IN A STOKEHOLD, ON THE BOTTOM FLOORING OF THE HULL NEXT TO THE OUTER-SKIN HULL FRAMING: SHOVELLING COAL INTO THE FURNACES.



IN A STOKEHOLD, ON THE BOTTOM FLOORING OF THE HULL NEXT TO THE OUTER-SKIN HULL-FRAMING: TOIL THAT GOES ON NIGHT AND DAY.



IN AN ENGINE-ROOM COMPARTMENT, AMONG LEVERS, VALVES, AND TUBING, GAUGES, INDICATORS, PRESSURE-RECORDERS, ETC.: ON DUTY AT A SWITCHBOARD.



AT THE BOTTOM OF THE HULL, CLOSE TO THE STERN: ATTENDING TO THE STARBOARD PROPELLER-SHAFT AS IT REVOLVES IN ITS TUNNEL OR "SCREW ALLEY."

The White Star liner "Justitia" was torpedoed and sunk off the north coast of Ireland on July 20, after a protracted fight and vigorous defence against, apparently, a group of submarines. No passengers were on board, but of the crew of 600, ten died in the ship. Seven belonged to the "Black Squad"—engine-room hands and stokers, at work, as all well knew, in a forlorn-hope situation should what did happen, actually happen. As to the sheer heroism of all who form the "Black Squad" in every vessel at sea in war

no words can adequately express what it amounts to. They work deep down at the bottom of the hull, far below the water-line, well aware all the time that at any moment an explosion inside or out may mean death with hardly possibility of escape. Of some of the "Black Squad's" fate in the "Justitia," this is stated: "Of the members of the crew who were killed, one or two were firemen, four were greasers, and another a lad of 16, who was working in the engine-room when the last torpedo struck, and was on his first voyage."

THE INTERVENTION OF JAPAN.

By E. A. BRAYLEY HODGETTS.

THE intervention of the Japanese in Russia means rather more than the superficial reader of the newspapers might think. Japan has been a loyal and chivalrous ally of the Entente Powers. Not content with clearing the Germans out of Tsingtau, she has placed her splendid fleet at the disposal of the Allies, and her smaller craft have rendered invaluable service in the Mediterranean and the Levant. When the history of this war comes to be written, the British public will learn the deeds of heroism which the gallant Japanese sailors have performed in protecting our transports and merchant vessels against the depredations of the German U-boats.

Whilst Japan has been most generous in her naval assistance, she has, however, shown much hesitation in sending her army across Siberia to aid the Russian troops. While she was lavish in furnishing guns and ammunition to her Russian Ally, she wisely refrained from dispatching troops. There were many reasons, both political and military, for this attitude. These reasons have now been over-ridden. The position has changed. Russia as a political entity has ceased to exist, and the Bolsheviks are virtually at the door of Japan. She can now honestly tell her people

that military intervention has become for her a national necessity.

Some confusion has existed in the minds of the British general public regarding the true objective of Japan's forces. We have been talking of Vladivostok, and the importance of sending a Japanese expeditionary force to that port to save the large quantities of stores lying at that place, entirely forgetting that Japan's nearest point of attack is not Vladivostok at all, but Kharbin. Japan is already at Mukden, and from thence to Kharbin is but a short journey.

But the rescue of Eastern Siberia from Bolshevik rule is, after all, a comparatively small matter. The whole of Russia has to be saved from German penetration. There are all over Russia numerous elements who look upon Bolshevik rule and its logical consequence, German domination, with dismay; but, scattered as they are, they are powerless—they require not one, but several rallying-points. The intervention of Japan will give them one such rallying-point; but Japanese intervention, to be effective, must not stop at Siberia. The Japanese Army will have to advance into Russia in order to help the Russians

to drive the Germans out of their country, and in order to defeat German forces from the Caucasus and Asia Minor.

When Germany will see her Eastern frontier once more threatened by a Russian Army, this time supported by Japanese and American troops; and her Turkish ally defeated by Indian armies; while the Balkans will again become the scene of active fighting, and the Italians will once more over-run the Trentino—when French, British, and American soldiers are steadily driving the Germans, towards the Rhine, the end of the war may at last be in sight.

In bringing about the final victory of the Allies, however, the Japanese will have to play a large part, and that they are prepared to do so is made manifest by their readiness to intervene. They are not a nation to do things by halves. We are advancing into Russia from the north, carefully protecting the Murman coast and Archangel, from which town there is railway communication with the Ural Mountains. Thus the loyal Russians will speedily have the rallying-points they need, and, with the aid of Japan, great things may be expected before very long.

THE FIRST BATTLE OF THE MARNE.

By E. B. OSBORN.

THERE is not a sod in the whole width and length of the "Catalaunian Fields," where the Boche is now being beaten, which has not been a soldier's sepulchre since the beginning of historic time. Long before the war I watched a peasant ploughing there, making a tall, shivering poplar his fering-post, and saw a small white object appear in the wave of brown earth turning over. It was a "Hun's tooth." A tooth, it seems, long survives all the other bones of a broken man, and it is just possible that this grim relic had actually rested there undisturbed ever since 451, the year in which the first historic Battle of the Marne freed the civilised, kindly, wine-growing West from the nameless horrors of a Mongol conquest.

The fourth and fifth centuries were an era of ruin and confusion for the outlying provinces of the dying Roman Empire. Wave after wave of outlandish invaders surged across the far-flung frontiers, and passed on to the shores of the Mediterranean and the Atlantic. Rome fell and was sacked; then all the world of Latin civilisation was whelmed in a sea of savagery, issuing out of the *officina gentium* or racial cesspool somewhere in the unknown Asiatic vastnesses. What was it set these waves in motion? By slow degrees the West, as it conquered its conquerors, had an inkling of the terrible truth. Vandals and Goths

and the rest were themselves evading the ruthless pressure of a nightmare Power in the Far East—a Mongol tyranny, growing like a cancer and extending its tentacles in all directions. Finally, the name of Attila, Attila, Attila was bruited abroad throughout the West, like the sullen music of drums and horns—and then, on a sudden, the grey-eyed Gaul saw the first Huns and sickened at the sight.

Faint echoes of the horror they inspired are heard in the pig-Latin (*pauca verba*) of such chroniclers as Jornandes. They were dwarfish men, with fat, flat faces, pig eyes, scanty beards, squat shoulders—"more like two-legged beasts than men," wrote Jornandes. Not even the beauty of women—hours of the East or tall Visigoth maidens with auburn tresses—could win from them a moment's mercy. The cities they took vanished from the face of the earth; towers and pyramids of skulls and carcases marked the course of their victorious campaigns. In Attila they had one of the greatest captains of all time, whose strategy and tactics were as swift and unerring as Alexander's or Napoleon's.

Yet Attila and all his hordes of archers and horsemen were beaten by a girl-saint and a dead King in the green, rich countryside eastward from Châlons-sur-Marne. Genovefa, a little Christian

shepherdess, prophesied his defeat and death; her prophecy ran like mystic wild-fire through what is now France; and every man who had a weapon hastened to the marching banners of Theodoric and Aetius. The battle that followed at Châlons was a world-battle—all the fighting races from the Chinese Wall to the Atlantic and from the Finnish barrens to the Mediterranean took part in it. Theodoric, King of the Visigoths, was slain as he rode along the lines to encourage his men; like the Douglas who dreamed his "wearie dream" before the Battle of Otterbourne, he might have truly said—

I saw a dead man win a fight,
And I think that man was I.

The fight in the Catalaunian fields was too vast to be understood by any who fought in it, except, perhaps, Attila, who lost 162,000 men and had to retreat—"like a wounded lion," says the Gothic chronicler.

In 1914, and again in 1918, history has plagiarised itself. Joffre and Foch have earned the fame of Theodoric and the Roman Aetius which is as thunder in the blue hills of Time gone by. There is a double strain of the Tartar in the modern Prussians, which completes the analogy. Once more, also, Genovefa (St. Geneviève) has guarded her beloved City of Light. *Dieu suffit à bon cœur.*

FIGHTING IN ALBANIA.

By X. Z.

THE news of the successes recently achieved by Italian and French troops in Albania makes good reading. We have all been brought up to look upon "trouble in the Balkans" as the vital factor in European politics, and it is certain that the present war was at least precipitated by such trouble. Perhaps it would be too sanguine to hope that it could also be brought to a close through action there, yet a little reflection and some studying of the map should prove to us how important and vital this so-called "side-show" in the Balkans is.

The Italians and French seem now to be firmly established in Albania. It is, perhaps, unnecessary to dwell upon the fighting qualities of these sturdy mountaineers, the Albanians, who, though nominally conquered by the Turks in the fifteenth century, have been a thorn in the side of their conquerors ever since. They have ever been true highlanders. Their country, lying contiguous to Montenegro, stretches across to Serbia and Macedonia. The Italians are astride the River Vojutza, and the French have captured Berat, which is but seventy miles as the crow flies

from Monastir, and the latter town is in direct railway communication with Salonika. It is doubtful whether Austria can to-day dispose of sufficiently large forces to stem this advance. She has devastated the countries she is fighting in, and she has a long line of communications by means of which to bring up her supplies; moreover, she is surrounded by hostile races straining at the leash and longing to shake themselves free. There are the Croats and Dalmatians, the Herzegovinians and Bosnians—all Jugo-Slavs who would welcome with open arms the liberating forces of France and Italy.

Behind the advancing Italians are the Greeks and the Serbians, who are waiting for the summons to reconquer the country which has been stolen from them and destroyed. The situation in Bulgaria is far from clear, and some impartial observers are inclined to think that Tsar Ferdinand is thinking of trimming his sails to the wind. If the Allies could throw a sufficiently strong force into Serbia to threaten Belgrade and the Austrian frontier, they might raise the whole of the uncomfortable hinterland of Croatia and Herzegovina, whilst the flower of the Austro-Hungarian Army

was pinned down on the Venetian frontier. Her German brother has his hands pretty full on the Western Front, to say nothing of annoying developments in Russia; whilst the Turks have experienced yet another severe defeat in Palestine, and are finding the Russian Armenians and the Georgians in the Caucasus much more formidable than they allow the outside world to know.

In the past the trouble of the Allies has always been a want of unanimity of action. When Russia advanced and was driving Germany before her, France and Great Britain were for some mysterious reason marking time, and *vice versa*. It would seem that we have at last attained unity of command, and hence the news from Albania makes one think. Of course, the country is mountainous and difficult to fight in, and in the winter practically impossible. But the Albanians, who are fighting with us, are on their own ground, of which they know every inch; and the enemy are a hostile force in an inimical country. Albania should be watched; it may have surprises for the enemy that may bring the termination of the war at least a stage nearer.

UNDER FOCH, CARRYING OUT THE FRENCH COUNTER-OFFENSIVE.

PHOTOGRAPH BY BENJAMIN.



ENTRUSTED WITH THE CARRYING OUT OF FOCH'S PLAN: GENERAL FAYOLLE.

It was announced the other day that General Foch entrusted the carrying out of his plan for the splendid French counter-offensive between the Aisne and the Marne to General Fayolle, under whom Generals Mangin and Degoutte were in actual command of the two armies engaged. We need hardly remind our readers that the counter-move in question began on July 18, on a front of twenty-seven miles, and that the Americans co-operated with the French. It was General Fayolle who stopped the enemy rush

towards Paris at the end of March. In 1915, he was the victor at Carenzy and Ablain-Saint-Nazaire; and he played a distinguished part in forcing the Germans to retreat on the Somme in 1916. Before last March, he was in Italy for a time, at the head of the French forces there, a position he took up after having been in command of the French Armies of the Centre, on the Western Front. President Poincaré visited General Fayolle's Headquarters on July 25, and conferred the Grand Cross of the Legion of Honour on him.

FOCH'S OFFENSIVE: WHERE GENERAL FAYOLLE BURST IN

FRENCH OFFICIAL PHOTOGRAPHS.



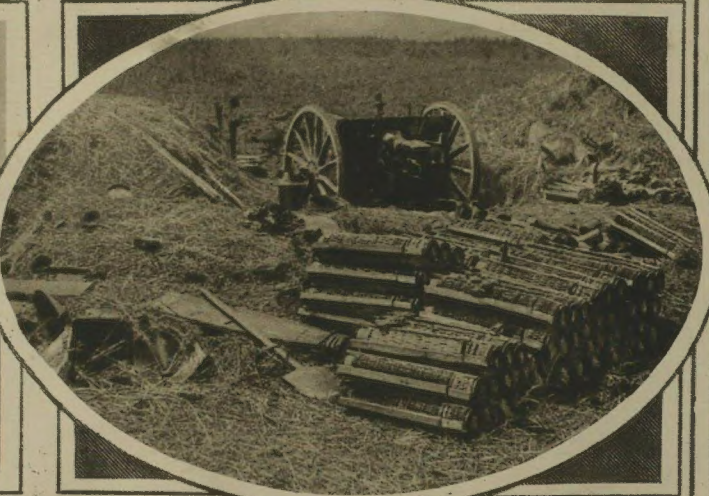
A CORNER OF THE OPEN BATTLEFIELD NEAR LONGPONT: SOME OF THE VICTORS AT WORK CONVERTING SHELL-CRATERS INTO RIFLE-PITS.



NEAR LONGPONT, BY FERME BEAUREPAIRE, WHICH WAS STORMED BY FRENCH MOROCCAN INFANTRY: AN ADVANCED FRENCH BATTERY TAKING POST.



NEAR CHAUDUN: A GERMAN "77," AS TAKEN IN ITS EMPLACEMENT, WITH ITS LITTER OF EXPENDED SHELL-CASES AND FILLED SHELLS ALL ROUND.



ON THE CHAUDUN SIDE: A GERMAN FIELD-GUN, RUSHED AND CAPTURED WITH ITS WICKER CASES HOLDING SHELLS AND GEAR NOT EVEN OPENED.



ON THE OUTSKIRTS OF LONGPONT: A BATCH OF GERMAN PRISONERS WITH AMBULANCE-STRETCHERS ON THE WAY BACK FROM THE FIGHTING-LINE.



AFTER LONGPONT HAD BEEN TAKEN AND THE VICTORIOUS FRANCO-AMERICAN TROOPS HAD PASSED ON: THE WRECKAGE OF A ONCE-PROSPEROUS PLACE.

Longpont and Chaudun are two of the large villages through which the joint attack by the combined French and American forces, comprising the Armies of Generals Mangin and Degoutte took its way in the third week of July. The fighting was fast and furious, and the Germans were roughly hustled back from both places, which were at important points along the road to Vierz, the Allies' first objective. The two places lie from seven to ten miles to the south-west of Soissons, and are about five miles apart. It was for

his plan of attack as carried out in detail by Generals Mangin and Degoutte that General Fayolle, supreme commander in the sector, received the Grand Cross of the Legion of Honour from M. Poincaré, who went specially to General Fayolle's headquarters to confer the battle-won distinction on him. As seen in the photograph, the Allied onset captured German field-guns still in position, which the enemy had not time to get away, and prisoners, who were passed to the rear in a continuous stream of big droves.

FOCH'S COUNTER-OFFENSIVE: AN AMERICAN SECTOR NEAR LONGPONT.

FRENCH OFFICIAL PHOTOGRAPH.



A TELL-TALE SIGHT IN THE SECOND HALF OF JULY, IN REAR OF THE BATTLEFIELD BETWEEN SOISSONS AND CHATEAU THIERRY: GERMAN PRISONERS BEING MARCHED TO THE REAR BY AMERICANS.



IN A SHELL-HOLE, ON THE LOOK-OUT FOR ANY ATTEMPTED GERMAN COUNTER-ATTACK: AMERICANS WITH A CAPTURED MACHINE-GUN, THE CARTRIDGE-BELT EXTENDED FOR RAPID WORK.

The Americans fighting beyond Longpont and Chaudun, midway between Soissons and Chateau Thierry, in co-operation with the French, have made many prisoners. One prisoners' column, as seen by a correspondent, was "headed by at least 30 officers, and the procession, which was four deep, stretched for fully a mile. . . . Two American units," the writer continues, "have captured 123 officers and 5027 men, also 460

machine-guns, a number of field-guns, and other booty. This," adds the correspondent, "is the Americans' reply to the German War Minister's sneers." Our second illustration shows two Americans with a captured German machine gun, utilising a shell-hole in a corn-field near Longpont, on the way to Vierzy, which the Americans stormed, as a gun-pit, well under cover and with the Maxim laid ready to sweep the ground in front.

THE UNITED STATES AT WAR.

II. — AMERICAN MAN - POWER.

By Edward Marshall.

LAST week I wrote about America's Bridge of Ships across the sea. Now it is worth while to consider the army which is passing over it—in other words, America's military man-power.

In the first place, all Americans are delighted by the kind things which British and French military observers and war-correspondents have been saying about the "Yanks" now at the front. I hope the tale is true which generous friends so energetically tell of the American sergeant who was annoyed by a group of forty Germans (more or less—probably the census was not minutely exact), and, single-handed, brought them in as prisoners. Frankly, while admitting my countrymen's initiative and cold nerve, I hesitate to accept this statement without further corroborative evidence; but it reminds me of a little happening of almost twenty years ago which tends to make me recognise the possibility of its complete veracity. I was lying on a Cuban beach, seriously wounded, and waiting to be taken out to a hospital-ship after the battle of Las Guasimas in our little Spanish War. Spanish prisoners stood in a relieved group near me, and talking among themselves about the day of fighting and their captors. The verve of the Americans (these prisoners had been captured by Roosevelt's Rough Riders) had amazed them. "They stopped shooting at us when we started to fall back," said one of them, in awe-stricken tones, "and" (I must continue his remark in Spanish) "trataron de agaravlos con las manos." Being translated, these words signify "They tried to catch us with their hands." The surgeons had explained to me that I must perish, in all likelihood. I was so delighted by that "tried to catch us with their hands" that for an instant I forgot my pain and chuckled.

And, thank God, there will be plenty of them! It seems incredible that Germany could have understood how many of them there will be. To the student of the war on the Allied side an examination of American man-power resources must give comfort. To a German such a study ought to be appalling. As a matter of undeniable fact, the sheer force of American numbers settles the last possibility of doubt as to the final outcome of the war.

America's man-power safely may be regarded as inexhaustible. The number of her soldiers already sent across the sea has been announced extensively, but these vast shipments represent no exhaustive draft upon the great Republic's reservoir of fighting men. It is an absolute fact that if every fit American now of military age might be assumed to be already in the war zone on the first of next month (an absurdity, of course) America for twenty-one years to come would be able, if necessary, to ship 200,000 men each month, or 2,400,000 men each year, without sending to the fighting line one man over or under the present American military age.

Two hundred thousand men per month! Fresh, strong, increasingly well trained! It would be a reasonable statement if I said that, if the other Allies should furnish not another soldier to the armies fighting Germany, America alone could more than repair any wastage Germany could cause.

The armed land forces of the United States which were in military or naval service at the time the country entered this war numbered, roughly, 750,000, of whom 300,000 were highly trained soldiers in the Regular Army, and 450,000 were less well trained, but still not wholly without training, in the various State organisations of the

(the National Guard), or ready for training (the National Army) numbered 1,437,000 men.

The development of the National Army into competent fighting units has been carried on, from the moment of the body's birth, through intensive training in great camps, from which men have been shipped to the war zone as they have been ready for the test, without any delay due to the German U-boats. The enemy submarines have wholly failed in so far as they may have aimed at keeping the American fighters out of the battle-line. The number of men who have been lost is negligible, the preservative effects of removal from hazardous trades, constant and expert medical attention, life in well-sanitised surroundings, and other causes having saved, within the few months of American participation in the war, many times as many men as the German U-boats and armies have slaughtered.

Let us consider especially the National Army of the United States, which will furnish the great bulk of America's fighters. The official description of it says: "The National Army . . . is . . . composed of young men, strong, competent. It will be representative of our entire citizenship, and in its selection and training will give to all equal opportunity to serve and to command. The men who compose it will be between the ages of twenty-one and thirty. They must be almost perfect physically, and must be taken from those groups upon whose trained skill the country does not depend for its continuous ability to support itself and the Allies and the Armies in the field."

The first registration for this Army was made June 5, 1917. About 600,000 were exempt through being already in the military or naval services. The registration revealed 111,822 unnaturalised Germans or Austrians, who are not required to fight against their countrymen; but medical examination showed an unexpectedly high average of physical fitness. Of the total registered, 7,347,794 were white citizens, 953,899 were coloured (negro) citizens, 1,239,865 were unnaturalised white foreigners from countries other than those in the Teutonic Alliance. No evidence has come forward to indicate any concerted effort to avoid registration by any considerable body of citizens.

While the National Army has been in process of organisation, the United States Navy personnel has grown to 503,792 officers and men, of whom 219,158 belong to the Regular Navy, 219,566 to the Naval Reserve, and the remainder to the Coast-guard and Marine Corps.

And far more impressive than any of these figures concerning actual fighting men is the fact

that, out of America's whole population of 100,000,000, a greater proportion of both sexes is at work in furtherance of war effort than was regarded as a possibility by any expert in America at the time of the nation's declaration. All American man-power is in the war to win. American labour is especially intense in its determination. Samuel Gompers, head of the American Federation of Labour, regards a serious strike as inconceivable.

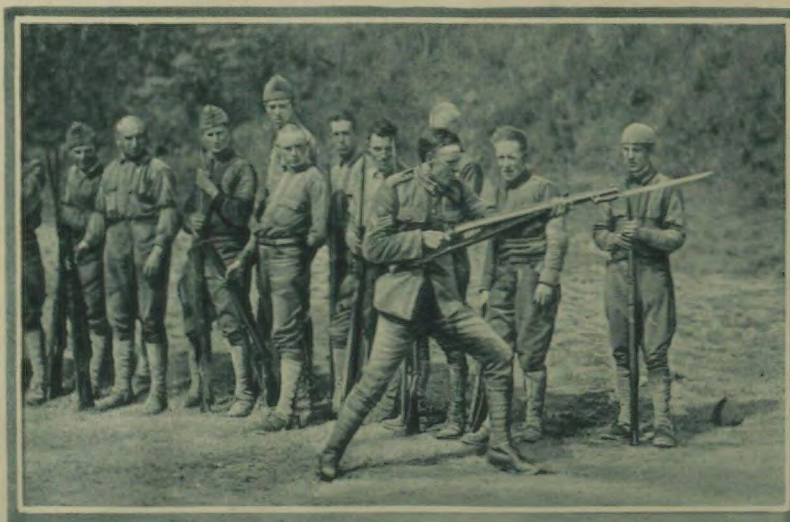


THE UNITED STATES SIGNALLING SERVICE: AN AMERICAN CORPORAL TESTING A SIGNAL-LAMP. The Corporal is seen steadying the lamp with his left hand. With the right he is pressing the key and "tapping out" a message.

Photograph supplied by Topical.

National Guard. At the same time, the American Navy included a total personnel of about 70,000.

Practically simultaneously with the first call of this war the organisation of the National Army



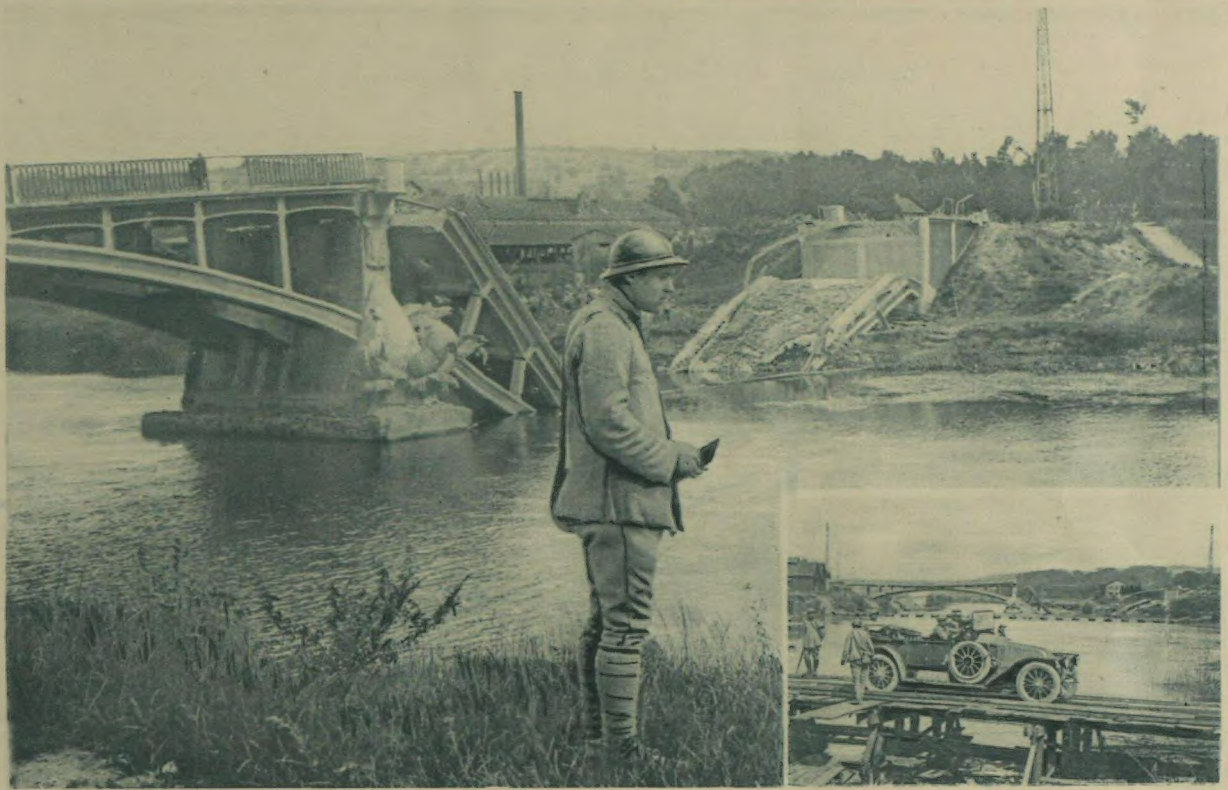
THE UNITED STATES EXPEDITIONARY FORCE: A BRITISH SERGEANT GIVING AMERICAN NON-COMS. "TIPS" IN THE ART OF BAYONET-FIGHTING.

Photograph supplied by Topical.

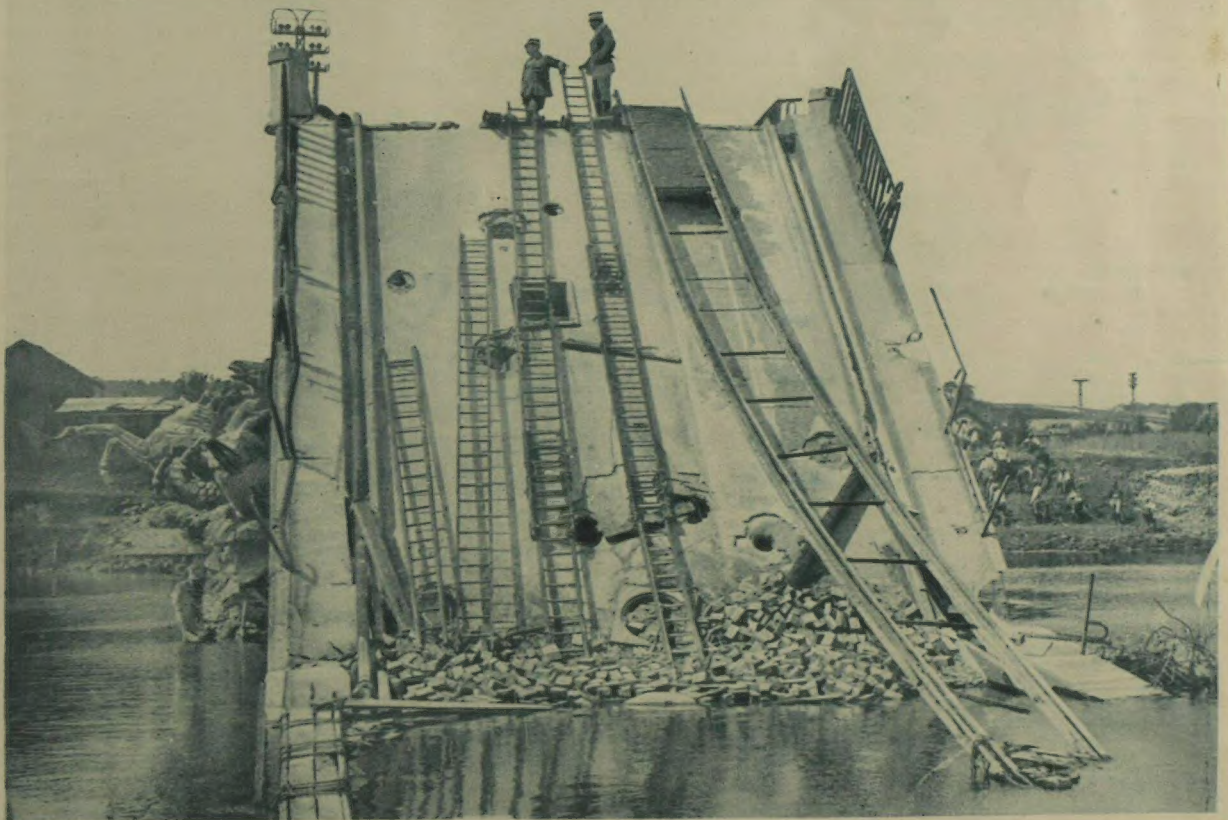
began. To this all fit Americans between the ages of twenty-one and thirty, inclusive, were eligible. Registration for this National Army was compulsory in all parts of the Union, and resulted in the enrolment of 9,659,382 men—rather a nice total. Out of these nine and a half millions the first call took only 687,000 men. Thus, at the very start, the American land fighting forces, intensively trained (the Regulars), partly trained

FOCH'S OFFENSIVE: SCALING THE BRIDGE AT CHATEAU THIERRY.

FRENCH OFFICIAL PHOTOGRAPHS.



THE BRIDGE OVER THE MARNE AS DESTROYED BY THE FRENCH WHEN THEY FELL BACK. (INSET—THE BRIDGE, AND A PONTOON-BRIDGE CONSTRUCTED LATER.)



HOW THE BRIDGE WAS CROSSED BY THE FRANCO-AMERICAN TROOPS: SCALING-LADDERS TO THE TOP OF THE UNDAMAGED PART; AND (L.) PART OF GANGWAY SPANNING THE GAP.

At Chateau Thierry the Marne flows as a deep stream wide enough to require pontoon-bridges where ordinary means of crossing it are absent. The permanent bridge at Chateau Thierry was blown up by the French as they fell back before the German onslaught which preceded Foch's offensive; and the Franco-American troops who captured the town during the enemy retreat had to improvise means of crossing. It was not possible

to construct pontoon-bridges at the moment; so it was decided to 'use' the destroyed bridge itself. The method adopted is shown here. The gap between the bank and the main part of the bridge was spanned by the small gangway seen on the left in the bottom photograph. Then scaling-ladders were set in place, and the Allied infantry, ascending these, were speedily on top of the undamaged section of the structure.

FOCH'S OFFENSIVE: IN DELIVERED CHATEAU-THIERRY, WHICH THE GERMANS DEFILED BEFORE THEY RETREATED.

PHOTOGRAPHS NOS. 1 AND 2 BY COURTESY OF

"L'ILLUSTRATION"; THE REMAINDER, FRENCH OFFICIAL.



IN A CHATEAU-THIERRY STREET, BLOCKED WITH DÉBRIS AND DIVIDED BY BARRICADES: WOMEN AND CHILDREN AMONG THE RUINS OF THE TOWN THE GERMANS DEFILED BEFORE RETREAT.



SACRILEGE IN THE CHURCH OF THE MADELEINE: COPPER COLLECTED FROM THE INHABITANTS, WHICH



(ST. CRÉPIN): BOXES OF CHURCH ORNAMENTS, AND THE ENEMY HAD NOT TIME TO TAKE AWAY.



IN THE RUE DU PONT AFTER THE ALLIED ENTRY: AMERICANS AT ONE OF THE GERMAN BARRICADES SET UP TO DELAY THE FRANCO-AMERICAN ADVANCE.



CHATEAU-THIERRY AFTER THE FRANCO-AMERICAN TROOPS HAD RETAKEN IT: AN AMERICAN WORKING-PARTY RE-MAKING A ROAD.



ONE OF THE MANY HASTILY IMPROVED ATTEMPTS TO HOLD UP THE



DEFENCES USED BY THE GERMANS IN THEIR ATTACK: A GERMAN BARRICADE.



IN THE RUE CARNOT: FRENCH AND AMERICAN SOLDIERS BEFORE A GERMAN STREET BARRICADE.

In a report from the American Army in France, dated the end of last week, Reuter's correspondent said that the Germans, and especially the German officers, had treated Chateau-Thierry shamefully. An account is given of many houses, wholly uninjured by shell, shrapnel or bullet, and yet gutted by the enemy when they learned they would be defeated. "In them to-day, there is nothing that has not been destroyed. The tapestries have been hacked to pieces, the pictures slit from corner to corner, the leather and other coverings have been ripped from their frames . . . the legs have been torn off the tables . . . there is not a mirror which has not been broken . . . a pick-axe

has been used to destroy a wonderful grand piano . . . the costly carpets have been fouled and rent in every possible way, and ink-pots flung at the silken papers on the walls. In true German fashion, this vengeful theory has been carried even to the extent of smashing the nurseries and dolls'-houses. . . . It is impossible to think of men with any sense of decency sinking to the level of the things which have been done. . . . One only mentions it as a proof that what the German was in Belgium he is still. He has not been enlightened, nor have his foul instincts been eradicated by four years of war."



CZECHO-SLOVAK.

PORTUGUESE.

POLISH.

AMERICAN.

FRENCH.

BRITISH.

ITALIAN.

BELGIAN.

GREEK.

SERBIAN.

FIGHTING FOR THE LIBERTY OF THE PEOPLES OF THE WORLD: ALLIES IN THE CAUSE OF FREEDOM.

"On the one hand stand the peoples of the world—not only the peoples actually engaged, but many others also, who suffer under mastery, but cannot act; peoples of many races, and in every part of the world—the people of stricken Russia still, among the rest, though they are for the moment unorganised and helpless. Opposed to them, masters of many armies, stands an isolated, friendless group of Governments who speak no common purpose, but only selfish ambitions of their own, by which none can profit but themselves, and whose people are fuel in their hands; Governments which fear their people and yet are for the time their sovereign lords, making

every choice for them, and disposing of their lives and fortunes as they will, as well as of the lives and fortunes of every people who fall under their power—Governments clothed with the strange trappings and the primitive authority of an age that is altogether alien and hostile to our own. The past and the present are in deadly grapple . . . There can be no compromise . . . What we seek is the reign of law based upon the consent of the governed, and sustained by the organised opinion of mankind." Thus President Wilson. In the picture here given are shown only those Allies who were represented at the 14th of July ceremonies in Paris this year.

THE WORLD OF FLIGHT

WHAT FRANCE HAS DONE FOR AVIATION.

By C. G. GREY,

Editor of "The Aeroplane."

THE other Allies owe their present dominant position in the air to French intelligence, French ingenuity, French generosity, and French loyalty. It is true that the first real flying was done in America, by the Brothers Wright, but American military aviation was merely a side-line of the U.S. Army Signal Corps. Consequently, it was left to effete Europe to develop the military aeroplane, and it was in France that most of that development took place before the war.

To begin at the beginning, Senhor Santos-Dumont, a Brazilian half-French by descent and almost wholly French by up-bringing, was the first person to fly in Europe. Mr. Henry Farman, an Englishman by descent, but a Frenchman by birth and education, was the first to make a really serious flight round a circular course. Mr. Wilbur Wright, who came to France in 1908 to obtain the support which he lacked in America, was the first to fly for any considerable period under full control. And after that it was the French who set the pace for the rest of the world.

It was M. Blériot, a Frenchman of the French, who made the first monoplane to fly, and who in July 1909 flew it himself from Calais to Dover. It was the French engineer, M. Levavasseur, who, during the same period, designed and built the Antoinette monoplane, and fitted to it an engine, also of his own design, which, if built with modern materials and slightly modified, would to-day be a first-class aero-engine.

Also in 1909, the Brothers Séguin produced as a practical success the famous Gnome engine, which, owing to its extraordinary lightness, made it possible to fly on aeroplanes which with a heavier engine would never have left the ground.

The great Aviation Meeting at Reims in July 1909 was a purely French affair. Huge prizes were offered, by French subscriptions, and the impetus thus given to aeroplane and aero-engine design had effects which could never have been obtained by other means. The competitors and the engines at this meeting were all French, with the exception of Mr. Glenn Curtiss, who won the Gordon-Bennett Cup for speed, on his own biplane with his own engine, for America. Other partial exceptions were Mr. Cockburn, who represented England on a French biplane; and the late Mr. Hubert Latham, who was of British descent, and flew M. Levavasseur's Antoinette monoplane.

Thereafter, in 1910, the French went ahead and held flying meetings all over France; while French aviators gave flying exhibitions in every country in Europe. So far-sighted were the French military authorities that they even used aeroplanes in their annual Grand Army Manœuvres, for the first time in the world's history. The result was that by the end of 1910 the French aeroplane-makers were selling aeroplanes and engines to practically every nation, and France had developed an aircraft industry. One remembers only too clearly the immense strides made by the French industry between the first French Aero Show in December 1908 and successive shows in 1909-10-11-12 and '13, and the

contrast between the progress which was there to be seen and that of other countries.

In 1911 France made still greater strides. This was the era of great cross-country flights, organised to demonstrate the possibilities of the aeroplane as a vehicle.

And so it went on in 1912 and 1913 and 1914, the French always leading, because the French

engines were French, with one exception, and that was an Austrian engine. They were mounted chiefly on Blériot monoplanes, and Henri Farman biplanes, with a few Maurice Farman. It was not till the Corps had been in France for some months that British machines began to be turned out in quantities.

Meantime, the machines which were smashed or shot to pieces on active service had to be replaced, and then the French Government proved its loyalty to its Ally. Though the French Military Aviation Service needed all the aeroplanes it could get, the Government handed over Blériots, Farman, Moranes, and Voisins to the R.F.C. in such quantities that at no time was there any real shortage of machines.

When British-built aeroplanes began to come out of the factories the engine shortage became more acute, for the British aero-engine factories were in a worse way than the aeroplane-factories. Again the French came to the rescue. In some mysterious way, by strenuous work, day and night, done at that high speed of which the French artisan in his most patriotic mood is capable, engines arrived to supply England's needs. Gnômes and Le Rhones and Renaults came over in thousands. Not only the Army, but the Navy, was kept thoroughly well supplied; and somehow the French maintained the quality of their work while multiplying the quantity. It was a great achievement, of which the French factory managers and the workmen in the factories have every reason to be proud.

Later on, as new French aeroplanes and engines of improved types were developed, the French industry behaved equally loyally. When the Nieuport single-seat fighters took their place among the world's best aeroplanes, the R.F.C. and the R.N.A.S. received a good share of them. When the Spads came to the fore, they also were shared with the British Services. When the Clerget engine—and, later, the Hispano-Suiza—came to the front, numbers of them were sent to be fitted into British aeroplanes.

With all this, the French managed to send a number of machines to Russia, and also to assist Italy with certain necessary supplies; though by the time Italy came into the war the Italian aircraft industry had been developed to the point of being pretty well able to take care of itself.

Last of all, when America came in, and when, after some months, it was found that America could not—owing to initial errors—supply her aviators with anything better than elementary training machines, France proceeded to provide not only training machines of a more advanced kind, but aerodromes, quarters, instructors, and everything else.

Truly France has reason to be proud of the gallant part her people have played in the war, but of no branch of war activity has she better right to be proud than of the way in which she developed aviation in its earliest days, and has supported her Allies ever since.



ON THEIR WAY TO PATROL THE GERMAN LINES:
AN R.A.F. FLIGHT LEAVING THEIR AERODROME.

Official Photograph.

people and the French Government supported their own people. The British Avro and the Sopwith "tabloid" biplane, also with a Gnome engine, beat the world's best performances, and a Sopwith seaplane, with a new type of Gnome engine, beat the best French seaplanes; but these feats remained unacknowledged by orders for Navy or Army.



A GREAT FLYING-MAN'S GRAVE: THE LAST RESTING-PLACE OF MAJOR BYFORD
McCUDDEN, V.C., D.S.O., M.C., M.M.

It will be recalled that Major J. T. Byford McCudden, V.C., D.S.O. (twice), M.C. (twice), M.M., who had brought down fifty-four of the enemy fliers, was killed accidentally while just over the French coast when on his way to rejoin his squadron in France. He was only twenty-three. He went out with the B.E.F., as a mechanic; and was an aerial observer at Mons.—[Official Photograph.]

Thus, when war broke out, Germany's aircraft industries existed because the German Government had fostered home industries. The French industry existed on its merits.

The result was that when the British Royal Flying Corps went to France in August 1914 most of their aeroplanes were French, and all their

A HOTSPUR OF THE AIR: A FRENCH AEROPLANE GOING AT TOP SPEED.



ONE OF THE CRAFT THAT HAS BROUGHT AIR-SUPREMACY TO THE ALLIES: A FRENCH 'PLANE AT WORK.

One of France's powerfully motored, swift, and far-ranging aeroplanes is seen in mid-air flight in this photograph. There are several distinct types, or classes, of aeroplane in the French and American services, as in our own and in that of the enemy, each type having distinct features, and being set apart for its own special kind of work. Artillery spotting and reconnaissance-aeroplanes form a class by themselves, and possess special "points" of construction. So do the "chaser," or "fighter," 'planes. Their particular business it is to meet and engage enemy 'planes in mid-air, protect observation-balloons

by counter-attacking, or cutting off, assailants, break up German "circuses," and, on the battlefield, flying low, search the enemy trenches with a *mitraille* of machine-gun bullets. They attack in like manner artillery batteries, supply and ammunition columns, and massed reserve troops in rear of the enemy's lines. Then, of course, too, there are the bigger "bombers," machines of heavier framing, designed to carry the weight of giant projectiles, and distinctly slower in speed than the fast chasers. The seaplanes, finally, to which we owe so much in the anti-U-boat campaign, should not be forgotten.

With the British Army Fighting on the Italian Front: Austrian Prisoners.



TAKEN IN THE BATTLES WHICH BEAT BACK AND WRECKED THE AUSTRIAN OFFENSIVE ACROSS THE PIAVE: BRITISH CAPTIVES FROM AUSTRIAN LINE REGIMENTS—OFFICERS AND MEN.

Our co-operation on the battlefield with our Italian Allies has brought in a new sort of prisoner for the British Army—Austrians, a number of whom are seen in the above illustration. We have now quite an assortment of types of enemy soldiers in our hands in the various war-areas. Germans, of course, predominate by thousands. Then there

are Turks from Palestine and Mesopotamia, Bulgarians from the Salonika front, and East African *askaris*; and now Austrians are being added. The peculiar soft cloth, peaked Austrian field cap of greyish green that the prisoners are seen wearing, and the tailoring and cut of their uniforms, mark the Austrians everywhere.—[OFFICIAL PHOTOGRAPH.]

In the British Line Confronting Prince Rupprecht's Armies: Before a Trench-Raid.



TO PREVENT THE IDENTITY OF RAIDERS BECOMING KNOWN TO THE ENEMY SHOULD ANY FALL, OR BE LEFT WOUNDED: HANDING IN PAY-BOOKS, IDENTITY-DISCS, ETC.

Trench-raids, as has been stated, are planned to get prisoners and information of the identity of troops in front. By questioning, and from prisoners' coat-buttons and badges on collars and shoulder-straps, we learn the whereabouts of brigades, divisions, and the enemy's strength. On the other hand—that the enemy may not gain similar information

EQUIPPING A RAIDING-PARTY WITH HAND-GRENADES: SERVING OUT BOMBS FOR THE MEN TO FILL THEIR POUCH-BAGS.

should any of the raiding party be left dead or wounded in the German lines—those taking part, before starting, hand in pay-books, identity-discs, etc. Their uniforms bear no badges, or territorial or battalion unit names—all are stripped off beforehand. The raids are mostly carried out by bombing-parties.—[OFFICIAL PHOTOGRAPHS.]



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NEW NOVELS.

"A Son of the Manse." There are glimpses of human nature in "A Son of the Manse" (Melrose), though Mr. Tresidder Sheppard lets his characters run away with him, and the final tragedy or series of tragedies is not entirely credible. He

"God's Counterpoint."

Mr. J. D. Beresford's Ruskinian young man is a study in the degeneration of a sensitive. In his childhood he was repressed by an autocratic father, and reason and enlightenment were left out wilfully from his training. His early chivalrous attitude towards women arose, apparently, from the combination of an over-acute sex-consciousness with ignorance and a puritanical conscience. The results were unhappy for both him and his wife, and the latter found herself offered up on the altar of the fanatical Philip's perverted ideal of chastity. Mr. J. D. Beresford, it will be seen, is once more in his vein of pathological research in "God's Counterpoint" (Collins). The story is a demonstration of a mind diseased, though with the subsequent exhibition of successful treatment and a cure which may or may not impress the reader as convincing. Mr. Beresford appears to find a peculiar interest in the monstrous and the abnormal. He is not alone in his curious tastes, and he has the courage of his school. Philip had to be beguiled by a wanton before he could understand that union in marriage was not necessarily degrading to his wife nor pandering to his own lower nature.

a success in the married state. Either their genius, as in the case of Jane Holland, is harried by the claims of the family, or the husband or wife—Rose Tanqueray, for example—is neglected with a masterly completeness. The divine fire of Eltrym Hardie was not, perhaps, very much of a blaze, her talent being in the direction of slender verse. Such as it was, however, it was neither understood nor appreciated by the Scottish schoolmaster whom she married, though his love for her ought to have given him forbearance when vision was beyond him. The upshot of all this was that Eltrym ran away to London, achieved a success in a little literary group, met the man who satisfied her soul, and—returned to the servitude of matrimony at the call of duty.

Her story is prettily told by Miss Lindsay Russell in "Earthware" (Cassell), and suggests, above and beyond the pathetic Eltrym, the poets obscure and innumerable "Who, through long days of labour, And nights devoid of ease, Still heard in their soul the music Of wonderful melodies."



WITH THE BRITISH FORCES IN ITALY: ANTI-AIRCRAFT WORK.
Official Photograph.

forgets that youth outlives its follies, and that the odds are in favour of Grace and Jenkyn reverting to type rather than wading in murder and the streets. Heredity is at a discount in these days, but it is impossible to believe that the minister's children would have carried their rebellion against the narrow home and its shallow religion to the extremes of degradation. The Japp family are less live people than the product of some ferment in Mr. Sheppard's brain which revels in a heady exaggeration, and the forcible introduction of matter obviously intended to be appreciated as strong writing. Some of the strongest fulminations of his young men and women are no more than rude gestures of defiance to a world which is really not as ridiculous as Jenkyn Japp found it. Jenkyn's visit to the Edington mansion and Dick Ingold's behaviour in chapel are absurdly outside the probabilities. "A Son of the Manse" is an entertaining book, but we think few people will be inclined to accept it as a drawing from the life.

Evelyn, the wife, a young woman of considerable commonsense and humour, and a really delightful character, first argued, and then revolted. She might well, we think, have applied the commendations of the blessed state in "Paradise Lost"—with its context. Philip's conversion to a respect for the "sole propriety" was absolute, we are given to understand; but our own feeling is that his obsession had been too deeply involved in his growth and development to be rooted out altogether; and that the victim of so many years of morbid unreason would be but a poor creature for the rest of his life.

"Earthware." Miss May Sinclair, in a novel which dealt exhaustively with the subject, has pointed out that the novel-writing geniuses are not



WITH THE BRITISH FORCES IN ITALY: ARTILLERY WATERING THEIR HORSES IN A RIVER.—[Official Photograph.]

The only objection we have to the plot is that some better way ought to have been found to release Eltrym for her flight than to kill off the baby. We feel pretty sure that Eltrym's baby would not have died if its death had not been so extraordinarily convenient for Miss Lindsay Russell's purpose.

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in connection with certain vital problems which will have to be faced at the end of the war, and have already begun to attract attention, makes its appearance in "Boundaries in Europe and the Near East," by Colonel Sir Thomas H. Holdich, K.C.M.G., K.C.I.E., C.B., D.Sc. (Macmillan). Apart from his remarkably distinguished record, as evidenced by the list of honours shown after his name, General Holdich has long been in the forefront and widely acknowledged as a leading authority on the subject of frontiers and frontier policy.

The book is devoted, as the author himself says, to "explaining in the simplest possible language those geographical relations which exist between certain States in Europe and the Near East which affect complicated questions of reconstruction hereafter." Sir Thomas Holdich "endeavours to show," as he says, "how far the national aspirations and future policies of the various States are justified from the geographical point of view by the effect of a change in their present environment, and what future territorial readjustments may be effective in the interests of security and peace."

His views, he also explains to the reader, are "based upon two main principles—firstly, of harmonising results with the will of the people concerned; and secondly, of

the acquisition of strong scientific boundaries." Written with wide experience and a life-long acquaintance and study of the subject, and from the point of view of an exceptionally well equipped and highly trained expert observer, the book cannot fail of proving itself a hand-

the war. The Near East, Italy, the Czechs and Slovaks of the Dual Empire, and the Jugo-Slavs, Bulgaria, Rumania, Albania, and Greece, Russia, Poland, the future frontiers of Turkey, Syria and Mesopotamia, and Alsace-Lorraine—the boundary questions and settlements of the future in the case of each of these peoples and nationalities are in turn discussed, and *pros and cons* debated, in successive chapters.

Of immediate interest is the final chapter on Alsace-Lorraine. "Every aspect of the question," says Col. Holdich, "has been set out before the public, excepting perhaps that of its geographical advantage or disadvantage to the framing of a strong French frontier. Unfortunately the advantages are not quite so obvious as we should like them to be." . . . "The Rhine is broad and strong, but if we look at the map we see that it can be brought directly under the command of German guns throughout the length of it which borders Alsace. For a direct distance of about one hundred miles between Basle and Karlsruhe the German frontier hills approach the right bank of the Rhine within distances averaging from three to six miles. On the French frontier the spurs of the Vosges flanking the flat plains of Alsace are never less than twelve miles from the river bank, and in the northern regions of the province they are very much more." Nobody, furthermore, as a general reader, can pick up the book and turn over its pages at

random, without the eye alighting on something to arrest attention, written, as the work is throughout, in the easy, attractive, captivating style characteristic of its author.



THE KING'S MOST RECENT VISIT TO THE GRAND FLEET: AWAITING THE INVESTITURE ON THE "QUEEN ELIZABETH."

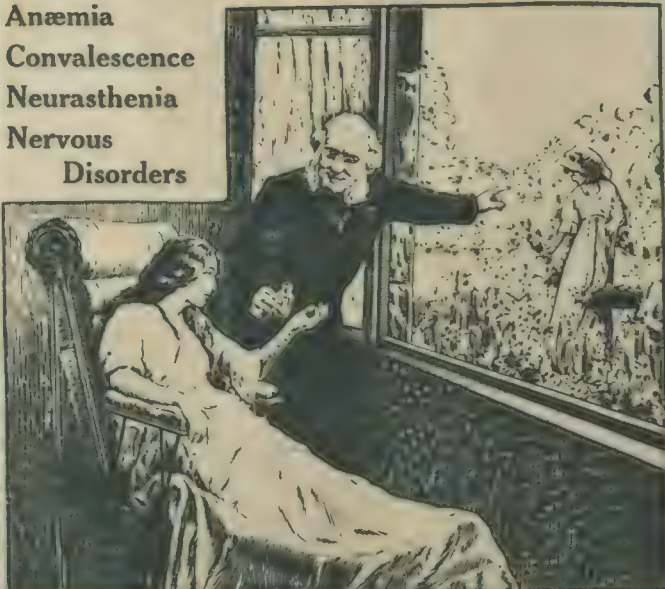
During his most recent visit to the Grand Fleet, the King took the greatest interest in the United States war-ships which are in line with our own, and met Admiral Rodman and the officers and men under him. On the Monday he held an investiture on the Fleet Flag-ship. Amongst others honoured—including a number of the Zeebrugge Ostend heroes—were Admiral Hugh Rodman, U.S.N., who received the insignia of the K.C.B. and Rear-Admiral Strauss, U.S.N., who received the insignia of the K.C.M.G. Later, his Majesty inspected the American flag-ship. In the photograph (from left to right) are: Admiral Rodman, Rear-Admiral Strauss, Vice-Admiral Sir Osmond Brock, Rear-Admiral Fergusson, Commodore G. H. Borrett, Captain Underhill, Captain Doughty, and Captain MacLachlan.—[Official Photograph.]

book likely to be of peculiar importance alike to the general public and of value to those who will have to deal round the council table with the problems at the end of

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ROMANCE AND REALITIES OF ROUMANIA.

MRS. Will Gordon's "Roumania Yesterday and To-Day" (John Lane) is written with heart and brain; and, further, some of the most beautiful pages are contributed by Queen Marie and tell the tale of her personal sorrows and her pride in her people with an intimacy which awakes the sympathy of the reader. The word-pictures lend beauty and romance to the volume, in happy contrast to the horror and hideousness of the war. The knowledge and research of Mrs. Gordon enable the reader to understand more fully the historical background of the subject, and the descriptions of people and places are vivid and of

... the poetical ... so beloved by her people, and in the "Introduction" there are passages of real beauty: "The winter that lies behind us is as one of the most fearful nightmares man ever dreamed . . . every misery, both moral and physical, had to be borne at once. And I, their Queen, sundered with them, struggled with them, wept with them." Mrs. Gordon, too, strikes a fine note when she writes that "Amid the carnage and horror of battle the souls of the mutilated little nations shine out, haggard and crucified but with a spirit not extinguishable . . . when she writes of the . . . of Roumania . . . the vest is threatened . . . the passion and the tears." On the other hand, we get glimpses of grace, in rags, and of "lurched plains of ripened corn in harvest."

That details of national customs are not overlooked is evidenced by such homely stories as are told of a Roumanian girl's wedding and the . . . the . . . to the . . .

That details of national customs are not overlooked is evidenced by such homely stories as are told of a Roumanian girl's wedding and the . . . the . . . to the . . .



WITH THE BRITISH TROOPS IN ITALY: BRINGING A GUN INTO A NEW POSITION.—[Official Photograph.]



ON THE WESTERN FRONT: GENERAL MEWBURN, CANADIAN MINISTER OF MILITIA, ADDRESSING MEN OF THE CANADIAN CORPS TRAMWAYS.—[Canadian War Records.]

by her deft fingers and dainty fancies." But, apart from a thousand-and-one colourful little word-pictures of places and people, from Bucharest to tiny villages, much light is thrown upon the political life of Roumania from old times until to-day; and the description of life during the years of the present war is full of valuable matter. Many admirable photographs brighten the pages; and it should be remembered that the royalties on the sale will be devoted to Roumanian relief funds.

The officials responsible for the regular running of trains to holiday resorts are not men to be envied at any time, and at Bank Holiday time in particular, but recent stories of their troubles seem almost incredible. Bank Holiday or no, what can be said for holiday-makers at four o'clock in the morning, with sandwiches and so on, waiting for their trains? The question of *pros* and *cons* with regard to either the wisdom or pleasure of such an adventure is only one side of the incident. The extra strain put upon the railway companies is worth consideration for the sake of the staff as well as the public whom they serve. Picnicking in a terminus before daylight must be almost as trying an experience as seeking a foothold in a "shelter" at midnight when an alarm has been given.

All good sportsmen will sympathise with Sir Thomas Dewar in his loss of such valued trophies as the Goodwood Stewards' Gold Cup, which he won seven years ago, and the Waterloo Gold Cup, another highly valued trophy. The enterprising burglar has "been a-burgling," in the absence of Sir Thomas Dewar from his London flat. The disquieting incident should put owners of plate and jewels on their guard, and warn them not to credit the optimistic report that there are no thieves in London in this time of war. It suggests that scoundrels of the "Spider" type, who dined with Duchesses and a few hours later robbed them of their jewels, were no figments of a dramatist's imagination.

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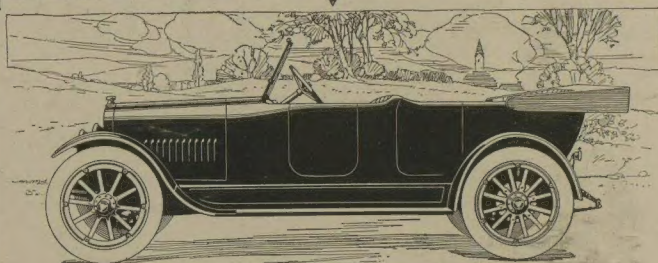
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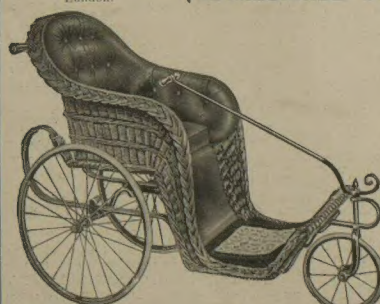


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THE CHRONICLE OF THE CAR.

State Control
of the Roads.

Apropos my remarks in *The Illustrated London News* of the 13th ult. on the subject of the control of main roads by the State, the Editor of the *Autocar* writes me in connection with the article in that journal which I



A SUNBEAM AMBULANCE AT WORK: A MOMENTARY MISHAP.

The Sunbeam seen in our illustration justified its name by speedily recovering from a temporary mishap while being used by the Mechanical Transport in Egypt. Nobody was hurt, and the ambulance, after being hauled out, was driven back to its part under its own power.

appeared to criticise. He takes the line that I seem to assume that the objection of the *Autocar* to the proposed military control is based on an objection to central control generally. I certainly did not gather that at all. Moreover, I am aware that for years past the journal in question has been very sound on the question of central highways control, which it has consistently advocated, in common with most people who have given the matter of road administration more than a passing thought. However, and particularly as the Editor assures me that he is convinced that a very considerable measure of central control is essential, I can only express my regret that I apparently committed the error of imputing heresy to the *Autocar*.

The letter then goes on to say that the objection to the proposed system of control by the Military Control Department of Roads and Bridges is based on anxiety

lest the people at the head of the department may not be the very best experts on road matters available. It is reported, says the Editor, that the officer in charge of the department is not a practical road expert, and it is further stated that many of his staff are also men with no practical experience of road maintenance and improvement. If this be the case, he says, it certainly would appear to be most undesirable that practically unrestricted power to control our roads should be put into the hands of this department, apart from any consideration of whether or not the officials at the head of it are military officers or civilians. To sum up the whole matter, a far greater measure of central control than was in force before the war will be desirable in future; but it is absolutely essential that the men at the head of the central department should be acknowledged experts in their work, and that they should have the implicit confidence of the local road authorities, to whom they will be in a position to dictate.

The Fallacy
of the Expert.

I fully appreciate the point of view, but I am afraid I cannot subscribe to the argument in its entirety. I think I made it fairly clear when writing on this subject last month that I should be entirely against anything

like the permanent militarisation of the main highways. To place the roads of the country under a sort of permanent martial law, so to say, would be unthinkable. Nor would a purely military administration be much better, although there is no fundamental objection to it purely as a war measure to be dropped as soon as peace returns. What I had in mind was a central highways control board—a real Ministry of Ways and Communications—in which the military authority should have a consultative voice, and in which the question of communications should be viewed with an eye to the requirements of rapid mobilisation of troops for defence or offence. I should not object if the latter were given preference, because, as I pointed out,

the needs of military strategy will always be found to coincide with those of commercial transport development.

To come down to the bed-rock of the objections urged against the proposed new department—namely, that the people at its head are not "experts"—I should be rather inclined to say that it is not at all a bad thing they are not. I am not at all an admirer of the expert in anything. Certainly, if it be true that our highways have hitherto been administered by experts, we might do a great deal worse than try others who are not. In any case, it seems to me to be a complete fallacy to think that no one but a practical road surveyor could be capable of administering such a department as that under discussion, or that his administrative staff is necessarily unfit for its functions because the majority could not pass an elementary examination in the technicalities of road construction. Surely we are not asked to imagine that when it came down to the actual work of building and maintaining roads the military director would himself attempt the work! Quite



TIMBER-HAULING: THE CLEVELAND TRACTOR AT WORK.

The war is emphasising the value of the tractor, and the Board of Trade Timber Control Department are utilising the Cleveland Tractor for timber-hauling from the woods. The driver is one of the Women Forest Legion.

the contrary; his business would be purely administrative, and, so far as the highways themselves are concerned, would be confined to laying down what new roads were to be constructed, and what old ones to be brought up to the modern standard of traffic needs, and in what order. And to carry out those functions he certainly need not be

(Continued overleaf.)



Discovery

Every great industry has its root discovery on which it has been built up. Far-reaching as the results have been, there is little or none of the glamour which attends the efforts of the explorer—probably because of the lack of adventure and the secrecy so often necessary. The Rubber industry owes its present mammoth proportions to the discovery of the process of vulcanization.

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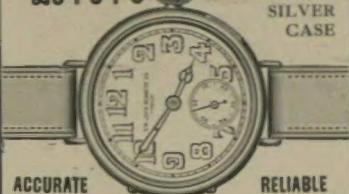
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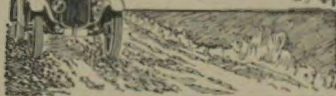
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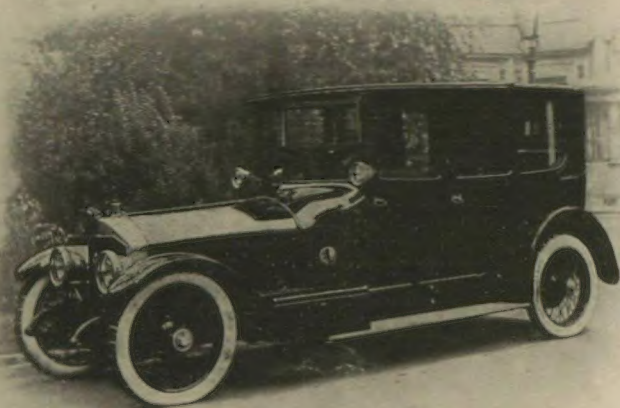
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(Continued.)

a practical road surveyor, any more than the G.O.C. an army need be an expert on mechanical transport. I do not say that the proposed department is ideal, but I really do not feel like cursing it with bell, book, and candle until I know a lot more about it. Whatever its shortcomings may prove to be, it will at least establish the active principle of central control.

Munificent Donation.

The Fiat Company has made a donation to the Italian National Fund of no less a sum than £80,000. The Fund was instituted by Signor Nitti, the Italian Minister of Finance, with the object of giving practical assistance to our Ally's fighting men and their families during the period immediately following the cessation of the war.

Motor Schools for War Prisoners.

Excellent progress is being made, I am told, with the preparations for the suggested motor school for our interned prisoners of war at Scheveningen. Quite a number of philanthropically disposed people have taken to the idea of contributing the necessary sum to put a man through the whole course; and the enterprise looks to have all the makings of a great success. W. W.

BOOKS WORTH READING.

- The Green Jacket. Jennette Lee. 6s. net. (Sheffington.)
 Casting Out Fear. Flora Bugebow Guest. 2s. 6d. net. (The Bodley Head.)
 The Wedding-Gown of "Ole Miss." Gertrude Griffiths. 6s. net. (Sheffington.)
 Gentleman-at-Arms "Centurion." 6s. net. (Heinemann.)
 The Man Who Lost Himself. H. de Vere Stacpoole. 6s. net. (Hutchinson.)
 The Far East Unveiled. Frederic Coleman. 7s. 6d. net. (Cassell.)
 Simpson of Snell's. William Hewlett. 6s. net. (Sheffington.)
 The Soul of Denmark. Shaw Desmond. 10s. 6d. net. (Fisher Unwin.)
 The Pathetic Snobs. Dolf Wyllande. 6s. net. (Hurst and Blackett.)
 Up and Down. E. F. Benson. 6s. net. (Hutchinson.)
 Claymore. Arthur D. Howden Smith. 6s. net. (Sheffington.)
 Fox Farrell. "Q." (Sir Arthur Quiller-Couch). 6s. net. (Collins.)
 The Far East Unveiled. Frederic Coleman. 7s. 6d. net. (Cassell.)
 Five Tales. John Galworthy. 6s. net. (Heinemann.)

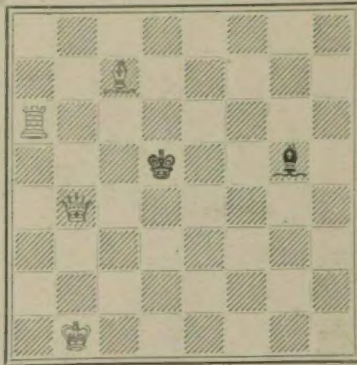
CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

SOLUTION OF PROBLEM No. 3789.—By T. KING PARKS.

WHITE. BLACK.
 1. R to R 6th. Any move.
 2. Mate accordingly.

PROBLEM No. 3791.—By H. L. F. MEYER.
 BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTION OF PROBLEM No. 3785 received from C W Moore (Amherst, Nova Scotia); of No. 3786 from A W Markwell (Volo, Greece); of No. 3788 from R J Lonsdale (New Brighton) and R C Dwell; of No. 3789 from J Isaacson (Liverpool), Captain Titley (Harrogate), T A Truscott (Portlaoise), N R Dharmavir, Captain Challice (Great Yarmouth), John Watkinson (Huddersfield), C H Handland (Frimley Green), Jacob Verrill (Rohinnell), R C Durell, George Somme (Stonehaven), E-perantiste (Angen), J T Palmer (Church), T L Turner, and F W Simpson.

CORRECT SOLUTIONS OF PROBLEM No. 3790 received from J Fowler, A H H (Bath), J Dixon, G Somme, J C Suckhouse (Torquay), H Graet-Belkwin (Farnham), J Macintosh (Glasgow), J Richardson (Newhaven), J Churcher (Southampton), F Smart, P Squire, and J S Forbes.

In accordance with our custom, we give for the holiday season some short games. In good chess play we have met with during the past few months.

Correspondence Game between the Hampstead and the Cambridge Town Chess Clubs.

(Irregular Opening.)

WHITE (Hampstead)	BLACK (Cambridge Town)	WHITE (Hampstead)	BLACK (Cambridge Town)
1. Kt to Q 3rd	P to Q 4th	15. Castles	R to Kt 2nd
2. P to K 4th	P to Q 5th	16. P takes P	Kt to K 2nd
3. Q Kt to K 2nd	P to K 4th	17. Q to B 3rd	K R to K B sq
4. P to Kt 3rd	P to K 3rd	18. P to Q 4th	Reigns.
5. P to Q 3rd	P to Q 4th		
6. B to Kt 5 (d1)	Kt to Q 2nd		
7. P to Q 3rd	B to Q 3rd		
8. Kt to R 3rd	B to B sq		
9. P to K 4th	P to Kt 3rd		
10. B takes Kt	Q takes B		
11. P takes K P	B takes P		
12. Kt to B 3rd	Q to Q 3rd		
13. Kt takes B	Q takes Kt		
14. Kt to B 4th	P takes P		

Black's seventh move seems to have been the immediate source of trouble. Luckily because it failed to take into account the possibilities of White's reply. It is curious, however, that this should be so effective, and its prompt success suggests some still earlier flaw in Black's development, not unusual in openings of this character.

Game played at the San Francisco Chess Club, between Messrs. FINE and HALLWEGEN.

(French Game.)

WHITE (Mr. F.)	BLACK (Mr. H.)	WHITE (Mr. F.)	BLACK (Mr. H.)
1. P to K 4th	P to K 3rd	13. Castles	B takes Kt
2. P to Q 4th	P to Kt 3rd	14. B takes B	Kt takes P
3. P to K B 4th	B to Kt 2nd	15. R takes Kt	P takes R
4. P to Q B 3rd	Kt to K 2nd	16. B to Kt 5th	Reigns.
5. Q to B 3rd	P to Q 3rd		
6. B to Q 3rd	P to Q B 4th		
7. Kt to K 2nd	B to Q 2nd		
8. Kt to R 3rd	P to Q R 3rd		
9. Kt to B 3rd	B to Q B 3rd		
10. P to B 5th	K P takes P		
11. Q to Kt 3rd	Castle.		
12. K P takes P	B to Kt 4th		

Black defends with a certain amount of the idly, and loses valuable time while White is preparing his attack. The trap, however, set by the latter on his thirteenth move is very clever, and Black's acceptance of it leads to a pretty termination.

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